

# New York Stock Market

NEW YORK, October 25.—The speculation in stocks today continued to be practically all in the line of the conditions in foreign money markets, although those influences were reversed from the effects shown last week. This was due to the relaxation in the foreign money market, partly actual, and partly from results that had been only dreaded but not realized. The latter was the case with the action of the Imperial Bank of Germany, which was expected on Saturday almost certainly to raise its discount rate to 10 per cent. It was known by the time for opening the New York stock market that the German bank authorities had decided that it was unnecessary to advance the minimum discount rate, and the report of the decision of the bank offered explanation for this decision in the strengthened position disclosed. Not only was the bank showing of good effect on Berlin, but that center also had a report that the Bank of France had determined on measures to aid in relieving the international money markets. What these measures might be did not appear.

Large buying orders for stocks were executed here for London account, and this influence dominated the tone of the early market. The prices thus made were bettered to some extent as the day progressed, but the volume of the market diminished greatly. The United States Steel quarterly report, to be published tomorrow, came in for some hopeful discussion.

Bonds were irregular. Total sales, par value, \$5,329,000. United States bonds were unchanged on call.

Total sales to-day, \$22,200 shares.

NEW YORK, October 25.—Money on call, firm, 1 1/2-2 1/2 per cent; ruling rate, 4 1/4; closing bid, 4 offered at 4. Time loans, 10 days, 5 per cent; 30 days, 5 1/2 per cent; 60 days, 5 1/2 per cent; 90 days, 5 1/2 per cent; sterling exchange, with actual business in bankers' bills at \$4.82 1/2 for 60 days; commercial, 4 1/2; 100 days, \$4.82 1/2 for 60 days; bar silver, \$1.25; Mexican dollars, 43.

## RICHMOND STOCK MARKET.

Richmond, Va., October 25, 1909.

SALES AT BOARD.

Virginia Centuries—1,000 at \$2; 1,000 at \$2; 1,000 at \$2.

STATE SECURITIES. Bid. Asked.

North Carolina 4s, C. 1910, 100 98

Virginia 5s, C. and R., 1910, 100 98

City Securities.

Richmond City 4s, C. 1910, 100 98

Richmond City 4s, C. and R., 1910, 100 98

RAILROAD BONDS.

A. C. L. R. Co. 4s, C. 1910, 100 98

A. C. L. R. Co. 4s, C. and R., 1910, 100 98

Georgia Pacific 4s, C. 1910, 100 98

Georgia Pacific 4s, C. and R., 1910, 100 98

Rich. and Dan. Gold 5s, C. 1910, 100 98

Rich. and Dan. Gold 5s, C. and R., 1910, 100 98

Street Ry. 4s, C. 1910, 100 98

Street Ry. 4s, C. and R., 1910, 100 98

RAILROAD BONDS.

American National 4s, C. 1910, 100 98

American National 4s, C. and R., 1910, 100 98

Bank of Richmond 4s, C. 1910, 100 98

Bank of Richmond 4s, C. and R., 1910, 100 98

City National 4s, C. 1910, 100 98

City National 4s, C. and R., 1910, 100 98

National Bank of Virginia 4s, C. 1910, 100 98

National Bank of Virginia 4s, C. and R., 1910, 100 98

Planters National 4s, C. 1910, 100 98

Planters National 4s, C. and R., 1910, 100 98

Savings Bank of Richmond 4s, C. 1910, 100 98

Savings Bank of Richmond 4s, C. and R., 1910, 100 98

Union Bank of Richmond 4s, C. 1910, 100 98

Union Bank of Richmond 4s, C. and R., 1910, 100 98

MISCELLANEOUS.

American Tob. 6 p. ct. bonds, 100 98

American Locomotive 6 p. ct. bonds, 100 98

American Locomotive 6 p. ct. bonds, 100 98

American Tob. 6 p. ct. bonds, 100 98

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# Official Range and Sale of Stocks in New York.

By THOMAS BRANCH & CO. Bankers and Brokers.									
SALES:	Bid. Asked. Sales.				SALES.				
	Open.	High.	Low.	Closing.		Open.	High.	Low.	
Amer. Agri. Chem. com.	14 1/2	14 1/2	14 1/2	14 1/2	6,500	Int. Metropolitan, pfd.	49	49 1/2	48 3/4
Allis-Chalmers, pfd.	114 1/2	114 1/2	114 1/2	114 1/2	100	Int. Mor. Marine com.	22 1/2	22 1/2	22
1,300 Allis-Chalmers, pfd.	114 1/2	114 1/2	114 1/2	114 1/2	700	100 Int. Mor. Marine com.	22 1/2	22 1/2	22
37,400 Amalgamated Copper	80 3/4	81 1/4	80 3/4	81 1/4	400	400 International Paper	10 1/2	10 1/2	10
500 American Can	11 1/2	11 1/2	11 1/2	11 1/2	200	200 Int. Paper, pfd.	61 1/4	61 1/4	61 1/4
100 American Zinc, pfd.	81 1/2	82 1/4	81 1/2	82 1/4	100	100 Int. Paper, pfd.	61 1/4	61 1/4	61 1/4
1,100 Amer. Car. and Foundry	68 1/2	69 1/2	68 1/2	69 1/2	100	100 Kansas City South, pfd	14 1/2	14 1/2	14 1/2
Amer. Car. and Foundry, pfd.	68 1/2	69 1/2	68 1/2	69 1/2	100	100 Louisville and Nashville	160 1/2	160 1/2	160 1/2
Amer. Car. and Foundry, pfd.	68 1/2	69 1/2	68 1/2	69 1/2	100	100 Louisville and Nashville	160 1/2	160 1/2	160 1/2
1,200 American Cotton Oil	76 1/2	76 1/2	76 1/2	77 1/4	100	100 Manhattan	100 1/2	100 1/2	100 1/2
1,100 American Cotton Oil	76 1/2	76 1/2	76 1/2	77 1/4	100	100 Manhattan	100 1/2	100 1/2	100 1/2
Amer. Locomotive, pfd.	115 1/2	115 1/2	115 1/2	115 1/2	100	100 Man. Mo. Kan. and Texas	46 1/2	46 1/2	45 1/2
American Smelting	94 1/2	95 1/2	93 1/2	95 1/2	1,100	1,100 Man. Mo. Kan. and Tex.	74 1/2	74 1/2	74 1/2
1,500 American Smelting	94 1/2	95 1/2	93 1/2	95 1/2	1,100	1,100 Man. Mo. Kan. and Tex.	74 1/2	74 1/2	74 1/2
American Sugar	128 1/2	129 1/2	128 1/2	129 1/2	1,400	1,400 National Lead	85 1/2	85 1/2	85 1/2
Amer. Tel. and Tel. Co.	140 1/2	140 1/2	139 1/2	140 1/2	1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
American Tobacco	100 1/2	100 1/2	100 1/2	100 1/2	1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
105 American Tobacco	100 1/2	100 1/2	100 1/2	100 1/2	1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
1,000 Anaconda Copper	45 1/4	45 1/4	45 1/4	45 1/4	1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
5,000 Atchafalaya	115 1/2	115 1/2	115 1/2	115 1/2	1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
1,000 Atchafalaya	115 1/2	115 1/2	115 1/2	115 1/2	1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
4,000 Baltimore and Ohio	114 1/2	114 1/2	114 1/2	114 1/2	1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
700 Brooklyn Rapid Transit	70 1/2	70 1/2	70 1/2	70 1/2	1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
1,400 Canadian Pacific	135 1/2	135 1/2	135 1/2	135 1/2	1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
1,400 Central Leather	45 1/4	45 1/4	45 1/4	45 1/4	1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
400 Chesapeake and Ohio	85 1/2	85 1/2	85 1/2	85 1/2	1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
Chicago Great Western	18 1/2	18 1/2	18 1/2	18 1/2	1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
6,800 Chi. Mil. and St. Paul	15 1/2	15 1/2	15 1/2	15 1/2	1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
1,300 Chicago and Northwest	18 1/2	18 1/2	18 1/2	18 1/2	1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
1,650 Colorado Fuel and Iron	44 1/4	44 1/4	44 1/4	44 1/4	1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
1,650 Colorado Fuel and Iron	44 1/4	44 1/4	44 1/4	44 1/4	1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
Col. and South, 1st pfd.	61 1/2	61 1/2	61 1/2	61 1/2	1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
Col. and South, 2d pfd.	61 1/2	61 1/2	61 1/2	61 1/2	1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
1,100 Consolidated Gas	114 1/2	114 1/2	114 1/2	114 1/2	1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
1,100 Consolidated Gas	114 1/2	114 1/2	114 1/2	114 1/2	1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
1,250 Den. and Rio Gran. com.	49 1/2	49 1/2	49 1/2	49 1/2	1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
1,250 Den. and Rio Gran. pfd.	81 1/2	81 1/2	81 1/2	81 1/2	1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
200 Erie Adir. and Rio Gran.	32 1/2	32 1/2	32 1/2	32 1/2	1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
210 Erie	32 1/2	32 1/2	32 1/2	32 1/2	1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
70 Erie 1st pfd.	47 1/2	47 1/2	47 1/2	47 1/2	1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
Erie, Minn. and Am. pfd.	47 1/2	47 1/2	47 1/2	47 1/2	1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
1,200 General Electric	160 1/2	160 1/2	160 1/2	160 1/2	1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
9,000 Great Northern, pfd.	146 1/2	146 1/2	146 1/2	146 1/2	1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
1,000 Great Northern	67 1/2	67 1/2	67 1/2	67 1/2	1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
2,350 Illinois Central	148 1/2	148 1/2	148 1/2	148 1/2	1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
8,100 Int. Metropolitan	17 1/2	17 1/2	17 1/2	17 1/2	1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
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					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
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					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
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					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
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					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
					1,900	1,900 New York Central	133 1/2	133 1/2	132 1/2
					1,900	1,900 New York Central	133 1/2	133 1/2	